

THE PUBLIC SERVICE COMMISSION OF SOUTH CAROLINA  
COLUMBIA, SOUTH CAROLINA

---

DOCKET NO. 8652

CONSOLIDATION OF SOUTHERN RAILWAY SYSTEM PASSENGER TRAINS 40 AND 48, NORTHEBOUND, AND 47 AND 29, SOUTHEBOUND, OPERATING BETWEEN ATLANTA, GEORGIA, AND WASHINGTON, D. C., THROUGH SOUTH CAROLINA, EFFECTIVE APRIL 26, 1953.

ORDER NO. 8804

---

Consolidation approved and proceeding discontinued.

Arthur J. Dixon and Frank G. Tompkins, Jr., for Southern Railway System.

R. C. Eubanks for Brotherhood of Railroad Trainmen, protestant.

Francis A. Jacobs, City Manager of Spartanburg, South Carolina, appearing as his interest might appear.

REPORT OF THE COMMISSION

BY THE COMMISSION:

On April 1, 1953, upon representations by officials of the Southern Railway System that the Railway was confronted with an emergency situation precipitated by notification from the Pennsylvania Railroad that it would, effective with April 26, 1953, discontinue the operation of certain trains carrying through Pullman cars between Washington and New York in joint service with the Southern, we approved, as to service at South Carolina points, subject to complaint in 30 days, the proposal of the Southern to consolidate the passenger train service indicated in the title hereof, and to provide a schedule for the consolidated train service which would coordinate with the remaining service via the Pennsylvania between Washington and New York.

Upon protest and request for hearing by the Brotherhood of Railroad Trainmen, this matter came on for public hearing before the Commission on May 12, 1953, pursuant to our notice of April 17, 1953, for the purpose of determining whether any modification is reasonable and necessary, in the public interest, of our action of April 1, 1953, as recited above. Our hearing notice was directed also to Chambers of Commerce at all South Carolina points affected by the consolidation, and the Southern advertised its proposed schedule changes in newspapers along its line, and on its bulletin boards, as contemplated by our rules.

No patrons of the railroad appeared and offered testimony in opposition to the consolidation. The City Manager of Spartanburg appeared, but made no statement of objection. The representative of the Brotherhood stated his belief that the consolidated service would result in

great inconvenience to the traveling public. He related information that had come to him to the effect that discontinuance of the Pennsylvania Railroad trains between Washington and New York had been effected without authority from the several States in which that operation occurs, and that discontinuance of such trains had been caused by, rather than to have caused, the Southern's consolidated service.

Evidence introduced by the Southern indicates that its proposal to us was in good faith. Statements of counsel indicate that the Pennsylvania trains involved perform no intrastate service between Washington and New York; that the Virginia and North Carolina Commissions have given final approval of the consolidation; and that the Georgia Commission, as in our own case, has approved the consolidation subject to complaint in 30 days.

Upon the record we conclude that the consolidation here involved should be approved and that this proceeding should be discontinued.

IT IS SO ORDERED, this 13th day of May, 1953.

BY THE COMMISSION



Acting Chairman

Attest:

  
Acting Secretary